

Route 3 North Transportation Improvements Project

Quarterly Report

July 1 to September 30, 2003



*Commonwealth of Massachusetts
Executive Office of Transportation and
Construction
and the
Massachusetts Highway Department
and
Modern Continental Construction Company*

QUARTERLY REPORT

JULY 1, 2003 - SEPTEMBER 30, 2003

The Executive Office of Transportation and Construction, the Massachusetts Highway Department, and Modern Continental Construction Company are pleased to distribute this thirteenth Quarterly Report covering the period from July 1, 2003 through September 30, 2003.

PROJECT FINANCIAL OVERVIEW AS OF SEPTEMBER, 2003

The Route 3 Project continues to proceed on a pace to finish within budget. As of September 2003, \$300,942,029.68 has been spent from the project budget of \$385,140,312.00. This includes an expenditure of \$283,649,308.12 from the design and construction budget of \$353,833,900.20. The Route 3 Project Team has also accumulated \$4,507,239.50 in Value Engineering savings and has spent \$11,214.00 from the Owner Contingency Account of \$3,380,000.00.

PROJECT MILESTONES

The project accomplished a number of important milestones during the third quarter of 2003. Motorists will continue to see and benefit from the progress made throughout the corridor. The summer weather enabled crews to implement an aggressive schedule and complete a substantial amount of roadway and bridge construction. This aggressive schedule will continue through the Fall as crews strive to complete the majority of bridge and roadway construction before the end of the upcoming quarter.

The two milestone predictions that were not accomplished this quarter were the opening of the new Drum Hill Interchange and the traffic switch at Treble Cove Road in Billerica. Construction activities at these locations were re-sequenced and these milestones have been scheduled for completion in the upcoming quarter.

HIGHWAY CONSTRUCTION

Blasting operations continued this quarter at the Drum Hill Rotary. This enabled crews to continue with ramp construction, grading, and paving work to accommodate the new Drum Hill Square that was scheduled to open the beginning of the next quarter. Blasting operations also continued along the outsides of Route 3 in the southern end of the corridor.

Earthwork continued at a steady pace throughout the quarter. Crews focused efforts on constructing the roadway box which included grading, milling, and paving operations. Rock crushing operations to process blast rock also continued. This material is recycled and used as part of the roadway box. Construction of the roadway base occurred both on the mainline and at the collector/distributor roads. A major milestone for commuters occurred on July 25 when the newly constructed northbound on-ramp from Route 110 was opened to traffic. The newly-constructed ramp is safer and more efficient for commuters. In addition, in late July, northbound motorists in

Segment 2 were shifted onto the collector/distributor road allowing crews to focus on rebuilding the roadway in the middle portion of the highway.



A grader performs work to form the roadway box that will then be paved to create a third travel lane along the corridor.



Following the grading operations crews began paving the additional lanes connecting bridge structures throughout the project.

Once southbound traffic was shifted in Segment 3, tree clearing between Richardson Road and Westford Road began on the northbound side of the roadway. Crews completed this clearing work throughout the quarter. Crews also worked to construct both Mechanically Supported Earth (MSE) walls as well as slip form barriers in and along the corridor. The installation of Intelligent Transportation System (ITS) cables also continued. Installation of the ITS conduit is approximately 90% complete in Segment 1 mainline, 10% complete in Segment 2, and 85% complete in the Segment 3 mainline.



Crews continued to install the backbone of the Intelligent Transportation System (ITS) as part of the Route 3 Project. The fiber optic cables are being installed to provide complete surveillance of the highway and will be linked to overhead message boards.

BRIDGE CONSTRUCTION

Bridge construction continued to be a major priority for crews in each of the three segments of the 21-mile project. By the end of the quarter, crews had begun the final stages of construction at each bridge deck location. Structural steel beams have been erected at all bridge locations except for the following bridges Parkhurst Road in Chelmsford, the northbound side of the Southbound Lowell Connector, Route 3 over the Concord River, and Route 3 over Route 110. Steel erection will be completed at these locations by mid-October, 2003. With the exception of Treble Cove Road in Billerica and the Drum Hill Rotary structures, the superstructures of all the bridges throughout the corridor have been demolished.

SEGMENT 1 (ROUTE 128 TO ROUTE 129)

A traffic switch onto the newly constructed portions of the bridges over the Shawsheen and Concord rivers occurred this quarter. The demolition of the former structures then began in August, which enabled crews to begin to construct the remaining bridge structures at this location. The bridge structures at these locations will be completed by the end of November 2003. Traffic was shifted onto the newly-constructed Rangeway Road and Old Billerica Road Bridges. Additional work still needs to be completed at each location. The bridge structures on the northbound and southbound sides at Farm Road have been completed, and the southbound bridge deck at Route 62 in Bedford has been poured. Traffic has been shifted onto each overpass bridge structure with the exception of Treble Cove Road. The traffic switch at Treble Cove Road onto the newly constructed bridge structure is scheduled to occur in the upcoming quarter.



The Rangeway Road Bridge in Billerica was one of several structures completed in Segment 1 this quarter.

SEGMENT 2 (ROUTE 129 TO DRUM HILL ROTARY)

In July, the northbound bridge deck carrying Route 495 over Route 3 was poured as part of the final phase of construction at the I-495 interchange. Structural steel was erected this quarter at the Lowell Connector as part of the final phase of construction at that location. Another milestone was achieved this quarter when the traffic was shifted onto the collector/distributor roads between the Lowell Connector and the Route 110 interchange. This provided crews access so that they could demolish and reconstruct the remaining portions of the Bridge carrying Route 3 over Route 110 bridge and the old railroad bridge over the Bruce Freeman Bikeway. The reconstruction will begin in October 2003 and the structures will be completed by the end of November 2003.

SEGMENT 3 (DRUM HILL ROTARY TO NEW HAMPSHIRE BORDER)

The final major traffic switch in Segment 3 was completed in July when northbound motorists were switched onto the newly constructed portion of the northbound bridges (formerly carrying southbound traffic) allowing crews to demolish the former northbound structures and begin construction of the final portion of the northbound bridges. By the end of the quarter, demolition was completed on all the bridge structures throughout Segment 3. Structural steel erection was completed on structures between Richardson Road in Chelmsford and Westford Road in Tyngsboro. Bridge decks also were poured at Main Street and Groton Road. In the upcoming quarter, crews will focus their efforts on completing bridge construction in preparation for bridge deck pours on the remaining underpass bridges. The Locust Avenue and Kendall Road bridges also were completed and opened to traffic during this quarter.



Demolition work was completed on all the northbound bridge structures in Segment 3 this quarter including at Dunstable Road in Tyngsborough, pictured above and below.



ENVIRONMENTAL

The Route 3 Team continues to work with the regulatory agencies in the development of an acceptable Wetland Mitigation Plan. Currently, the Developer has proposed approximately 29 acres of mitigation, 70 percent of which is complete. The developer continued this quarter with the construction of the approved mitigation sites along the corridor including the mitigation being performed for the Town of Lexington at the Route 128 interchange.

The Development Team continues to work closely with the Massachusetts Department of Environmental Protection and the Army Corps of Engineers as well as local conservation commission administrators on a number of permit compliance issues.

The Development Team has continued progress on the development of the corridor wide landscape plan. There were a number of site visits with the MHD landscape architect and DEP to fully develop the plan.

Noise wall installation continued at a number of locations including Route 3 northbound at Route 110, Route 3 southbound adjacent to B and C Streets in Chelmsford, as well as the noise wall along Route 3 northbound north of Drum Hill adjacent to the Scotty Hollow Condominiums in North Chelmsford.

UTILITY WORK

Scheduling and implementing utility work continues to be a critical component at each location throughout the project. The Development Team continues to coordinate closely with various utility companies to assure the completion of this work.

SEGMENT 1

Verizon completed abatement work on the duct bank of the existing Concord Road Bridge in July. NSTAR completed necessary utility relocation work at Old Billerica Road in Bedford in July 2003. The water and sewer tie-ins also were completed this quarter. The work was a necessary component in opening the new bridge structure at this location. Massachusetts Electric Company completed the installation of the new wires on the west side of Treble Cove Road and has removed all old utility poles at that location. Mass Electric then set new poles at Treble Cove Road and is now proceeding with the relocation of wires.

SEGMENT 2

Keyspan has completed all the relocation work of gas lines throughout the corridor including an 8" gas line in the Drum Hill Rotary and an 8" gas line at Parkhurst Road. Mass Electric relocated lines to the new poles at Drum Hill and has removed the poles no longer in service.

SEGMENT 3

The Verizon cables in the existing Kendall Road Bridge were temporarily relocated overhead on July 17 to accommodate for partial demolition of the Kendall Road Bridge structure. Mass Electric and Verizon completed relocation work at Kendall Road by the end of July. Verizon and Comcast cables had to be temporarily shielded for crews to perform demolition work at Groton Road, Main Street, and Richardson Road.

SAFETY

The Development Team continued to stress the importance of safety to all workers along the Route 3 corridor. There are nearly 500 workers in the field and safety is a top priority. In the month of August, there was no lost time due to recordable injuries on the project. Throughout the quarter, there were three lost time injuries and two recordable injuries, including a broken arm, stitches, and back injuries.

HIGHWAY MAINTENANCE

The Development Team is in charge of maintenance along the corridor during the construction process, exclusive of snow and ice removal. The routine maintenance for the period included grass mowing, litter and debris removal, and hand trimming. Both the second and third cycles of grass mowing commenced this quarter and will be completed the beginning of next quarter. Street sweeping along the corridor is still ongoing in all locations as needed. Inspections of signs, guardrails, and traffic signals are performed on a weekly basis. The Development Team responded to one incident this quarter of a motor vehicle rollover. The Maintenance Team also responded to more than 45 calls for removal of debris and animals on the highway as well as various guardrail repairs along the corridor.

PROJECT ADVISORY COUNCIL

Both the Massachusetts Highway Department and Modern Continental continued to meet on a regular basis with local project advisory council members to communicate ongoing construction milestones and concerns. The meetings have been beneficial in providing solutions to community and abutter concerns along the highway. For example, a resolution was reached regarding the installation of guardrail to protect the soccer fields in Chelmsford along Route 3 south prior to the Drum Hill Rotary. Also, there was close communication with the Town of Tyngsborough regarding the reopening of the Locust Avenue Bridge in Tyngsborough. Additionally, Phil Eliopoulos requested on behalf of the Town of Chelmsford that Modern Continental reconsider the closing of the driveway at the Drum Hill Plaza and allow a right turn only out of the plaza. Modern Continental, Mass Highway, and URS reviewed this location and determined the exit could be left open for right hand turns.

The July and August PAC meetings were combined into a single meeting held on July 17 at the Chelmsford Town Hall. The focus of the meeting was a general construction update that

included a presentation regarding traffic moves anticipated during the opening of the northbound and southbound collector/distributor roads. Upcoming demolition procedures as well as ongoing detours were discussed.

The September PAC meeting was held at the Billerica Town Hall. The meeting featured an overall construction update, discussion of project advisory council members concerns, as well as upcoming detour and nighttime work activities. Two monthly Business Partners' meetings were held during this period. The focus was similar to the Project Advisory Council Meeting with an emphasis on impacts to local businesses. This included discussions of upcoming detours with companies such as Trinity Ambulance and UPS. The meetings are conducted as part of the public outreach activities along the corridor.

COMMUNITY OUTREACH

In July, the Development Team appeared in front of the Bedford Board of Selectmen in order to obtain permits for NSTAR to perform necessary work on Old Billerica Road. The Board, along with Town Manager Rick Reed, was supportive in helping to obtain the proper permitting to complete utility work at this location.

In September, members of the Route 3 Team appeared before the Chelmsford Board of Selectmen regarding the intense construction schedule at the Drum Hill Rotary and Parkhurst Road locations. Members of the Route 3 Team appeared on the Bernie Hoar Live Show in Billerica to give an overall construction update specific to Billerica. The Development Team also conducted discussions with the Town of Chelmsford, Senator Susan Fargo's office, and the residents of the Twiss Road neighborhood regarding the re-zoning necessary to support the ancillary development proposal along Route 3 southbound. In light of community sentiment, the Development Team decided not to go forward at the October Town Meeting.

UPCOMING PROJECT MILESTONES

In the upcoming quarter, crews will continue to implement an aggressive work schedule in order to complete several milestones before the winter weather arrives. Route 3 motorists will continue to see significant changes and improvements throughout the corridor.

By mid-October, structural steel erection will be completed on every bridge structure throughout the corridor. Crews then will work to complete bridge decks along the corridor in anticipation of opening three lanes before the winter season. The scheduled opening of three lanes in each direction will allow motorists to enjoy the benefits of a wider highway while crews continue the work necessary in an effort to meet the final completion date of the project.

Another major milestone in the upcoming quarter will be the opening of the new Drum Hill interchange. The Development Team will continue to work with local town and safety officials to coordinate the opening at this location. The installation of noise walls at approved locations will continue into the upcoming quarter with the installation of panel walls beginning at several locations.

EOTC/MASSHIGHWAY PROJECT TEAM

JOHN McDONNELL, P.E., P.L.S., ESQ., SENIOR PROJECT MANAGER

John has been involved with the Route 3 Project since 1998 and was appointed to the position of Senior Project Manager for EOTC in 1999. Since joining the project, he has been involved with many aspects of the project including: evaluating the Design-Build team qualifications as part of the Qualification Selection Committee process; preparing the Request For Proposals and the Development Agreement as part of the team that prepared those documents; working with the financial firms during the initial financing and then the refinancing; participating in the benchmark process as a member of the Benchmark Committee working to establish the estimated Design-Bid-Build price for the project.

John has served as Transportation Secretary Daniel A. Grabauskas' designee and representative at various meetings and hearings required for the project and has been at most every PAC meeting since they first started. He believes the PAC process is one of the most successful elements of this project.

Because the Route 3 Project was the first horizontal Design-Build construction project for the Commonwealth of Massachusetts, special legislative approval was required. Along with this approval, the legislature established specific time frames for the process of selecting, awarding, and issuing the Notice to Proceed for the Route 3 Design Build contract.

Because this project required compliance with certain legislatively mandated time frames, John tracked the process to ensure progress and compliance. The information that was developed and incorporated into the Request For Proposals eventually became an integral part of the Development Agreement for the Project.

As the Senior Project Manager, John managed and coordinated all aspects of the project and was the main contact for EOTC and MassHighway during the RFQ and RFP process. In addition to the MHD staff involved in the project development, there were a number of consultants that provided services to MassHighway and EOTC including HDR, Foley Hoag and Eliot, Nossaman Guthier and Knox, and Public Financial Management. John oversaw the schedule and development of the information provided by these consultants for the various components of project development. He was also a member of the Benchmark team that prepared a Benchmark Report. This report provided a draft estimate of the cost of completing the Route 3 project using the conventional Design-Bid-Build method of project delivery.

Soon after the project started John oversaw the selection of the Value Engineering (VE) consultant and the 35 percent VE review. The VE process on this project resulted in significant cost savings and the implementation of a monthly construction progress review process that has been a valuable tool for MassHighway in tracking the project schedule and progress.

In the spring and summer of 2000, John worked with Commonwealth of Massachusetts Department of Environmental Protection (DEP) and the seven corridor community conservation commissions to secure the final wetlands approval for the Route 3 Project under the Commonwealth's Wetland Protection Act and the Army Corps of Engineers regulation. More recently, he has overseen the re-analysis of the noise along Route 3. He also oversaw the monthly contractor payment for the Design-Build work for the Secretary.

Although John's most recent work on the Route 3 Project has focused on the current design build project, his work on Route 3 dates back twenty years. As a survey party chief working for MassHighway in 1983 and 1984, John performed Route 3 baseline and detail survey work between Route 129, in Billerica, and the Drumhill Rotary, in Chelmsford. This earlier survey work was being performed in anticipation of the design for the widening of Route 3. John also provided construction survey work for MassHighway during 1983 and 1984 for the reconstruction of the Lowell Connector and the Drumhill Rotary bridges. And, also provided the construction survey for the Rourke Bridge over the Merrimack River in Lowell. As a result of spending a significant amount of time working along Route 3, John became very familiar with the corridor.

Prior to starting work on the Route 3 Project, John had more than eighteen years of construction, engineering, and construction law experience. This included eight years as a Resident Engineer on highway and bridge construction projects, and six years as an Engineer/Project Manager on highway, bridge, and building construction projects. In addition, he has four years' experience in construction law at the Central Artery/Tunnel (CA/T) Project. At the CA/T Project, he served as Construction Counsel with responsibilities that included, evaluating contractor claims, evaluating CPM scheduling issues, providing support for construction claims litigation, and providing legal assistance for the Alternative Dispute Resolution (ADR) process. He was also part of the team that developed the annual revisions to the CA/T Division I Specification.

John received his law degree from New England School of Law in 1994, a Master of Science degree in civil engineering from the University of Massachusetts at Lowell in 1990, and a Bachelor of Science degree in civil engineering from the University of Massachusetts, Amherst in 1981. John is a licensed attorney, professional civil engineer, construction supervisor and professional land surveyor in the Commonwealth of Massachusetts, and a licensed professional civil engineer in the state of New Hampshire.

John lives in Andover with his wife Julie and two sons Colin and Sean. He is a member of the Andover Planning Board and in his free time, he enjoys coaching his son's soccer and hockey teams, and officiating college and high school ice hockey.

ROUTE 3 PROJECT ADVISORY COUNCIL
Chelmsford Town Hall
July 17, 2003

The Route 3 Project Advisory Council meeting was held at the Chelmsford Town Hall on July 17, 2003.

Mary Carrier welcomed everyone and a round of introductions was made.

John Greeley proceeded with a project construction update. Mr. Greeley stated that there is a tremendous amount of work going on throughout the corridor. He noted that recently in Segment 3 the southbound traffic was switched back onto the newly constructed southbound bridges and that northbound traffic was then switched. This allowed for crews to begin demolition work at seven bridge locations which is now ongoing. He also noted that there would be a series of ramp closures, including Groton and Westford Road, necessary to build the new ramp to meet the new roadway grade.

John then stated that blasting work is currently ongoing in Segment 1 near Route 62 and that there is additional blasting necessary at the Drum Hill Rotary. He noted that the pre-construction surveys are ongoing for the Drum Hill operation.

John discussed that further south you can see the new northbound on-ramp at Route 110 and the outside collector distributor roads have been paved. He also stated that northbound traffic would be switched onto the newly paved lanes in the upcoming week. This will open up work in the median and allows crews to demolish the existing Route 110 bridge and Bikeway locations. John also discussed the weekend ramp detours necessary for crews to open the c/d road and mentioned that a similar operation would follow within a week or two to open the southbound C/D road.

John noted that demolition at the Concord and Shawsheen River is underway and progressing well. He went on to state that the overpass bridges in Segment 1 (Old Billerica, Treble Cove and Concord Road) would be aggressively pursued in the upcoming months.

It was also stated by John that there is work to do at the Route 128 interchange for necessary geometry improvements. He noted that they are currently working through issues with the Town of Lexington, but anticipated going to work on the tree clearing as soon as Northern was available.

John discussed the intensity and pace of the construction corridor wide throughout the remainder of this season, stating that longer shifts would begin to occur at several bridge locations in order to get work done before the weather turns.

Mary Carrier stated that the final landscaping plan is still in progress. There was a walk-through with Modern Continental, Mass Highway, Carol Cooney and Associates, and George Bachelor to look at the list of specific locations prepared by the PAC members. The main purpose of the walk-through was to look at those areas exposed to the highway and determine how they might benefit

from such a buffer. Mary stated that one purpose of the walk-through was to look at areas close to the highway to receive a buffer. She noted that when the plan is complete it can be presented.

Billerica Selectwoman Ms. Ellen Rawlings then asked if Mary would describe the overall strategy. Mary Carrier stated that they are looking to plant evergreens in several areas, and considering privacy fencing at some locations. Mary noted that when the plan is finalized it will be distributed to all PAC members. Ellen then stated that she still has not received an answer to her questions regarding a noise barrier, and questioned if there was a fence to be installed at Sinclair Street and if it will be a safety fence or what type. Mr. Greeley stated it would be approximately a 6-foot chain link fence whose role would be safety and that there are very limited opportunities for planting but MCC would plant a number of evergreens to provide screening.

Ms. Courtney Hamil representing Sen. Susan Fargo questioned if the landscaping was for aesthetic purposes or for sound purposes. Mr. Greeley stated that Modern Continental created a landscape plan with the goal of restoring vegetation, aesthetics and screening and that the efforts to study noise mitigation were a separate matter. Mr. Jack McDonnell then stated that MHD has a landscape policy that he stated he would share with members of the PAC who wanted to see a copy.

Bedford Town Administrator, Mr. Richard Reed asked what percentage of the landscaping has been completed. John Greeley stated approximately about 20%. Philip Eliopoulos of Chelmsford then questioned when the revised plan would be completed and when a copy would be made available. John Greeley stated he hoped to have the plan finalized by the next PAC meeting. Chelmsford resident, Paula Fretwell then questioned the total budget on landscaping. Mr. Greeley stated that it was a figure he would have to track down.

Philip Eliopoulos then stated that when the Advisory Council members first reviewed that plan the emphasis was on beautifying the highway and that the council members pushed to focus the goal on benefiting the abutters. John Greeley then stated that the landscape architect balanced both abutter screening and highway restoration. He noted that while a number of trees were shifted, many trees were added to the plan to benefit abutters.

Bedford resident Dan Oblas then questioned if there is money set aside for trees that die on the project. Mr. McDonnell noted that there is a warranty on the plantings. Billerica Town Planner Peter Kennedy noted that it is unfortunate that the policy's primary concern is not the protection of neighborhoods. Jack McDonnell then stated that he would see if MassHighway Landscape Architect. George Bachelor was available to attend the next PAC meeting.

Paula Fretwell then questioned when the future fourth lane would happen. Jack McDonnell stated that the agencies were not satisfied at this time that the fourth lane was necessary. He felt it would not occur before 2018.

Mr. Bob Mercier asked if the state would consider landscaping after the project is completed. Specifically, if it were determined after the project that landscaping is not sufficient, would the state consider additional plantings? Mr. McDonnell stated he could look into that.

Jack McDonnell then began the discussion on "popcorn pavement". He stated that when the project was being developed there were problems throughout the state with this type of pavement. Jack discussed both the advantages and disadvantages of this type of pavement, and noted the life

expectancy of each. Mr. McDonnell stated that the project was designed with Type 1 pavement and that now it would be too late to change this because it would not fit into the design. Rick Reed questioned why an additional inch could not be added. Jack stated that the grading would all be off and that bridge clearances would be affected.

Mr. Dan Oblas stated that the Boston Globe said that MHD has now embraced this type of pavement. He questioned if this was accurate. Jack McDonnell stated that the article did not discuss the disadvantages of the pavement, but that a modified version of the pavement is being used today at several locations. Mary Carrier stated that it was determined at the start of this project that this pavement would not be used.

Philip Eliopoulos questioned if the legislature could put in a bill for additional money to cover the pavement. Ms. Carrier stated that it is not only a money issue, but that all the grading would need to be changed. Mr. Eliopoulos then stated that there is an archaic formula the state uses to determine who receives sound barriers, and that the formula needs to be modernized. He stated that what people need is sound barriers, not trees or pavement.

Peter Kennedy then noted for the record that the Town of Billerica still has not received any answers to the questions regarding noise barriers.

Dan Oblas stated that aside from personal issues that people may have, Modern Continental has done a good job on this project and that he has been grateful to have an open line of communications, something that is usually lacking in public projects. Jack McDonnell stated that it is the purpose of the PAC meeting to help address these personal issues.

Bedford resident, Sue Gregory, then questioned which location would be working longer shifts. John Greeley stated that the exact plan has not been finalized as to locations. He noted either that the hours of the existing crew would be extended or that MCC would bring in a night crew. Ms. Gregory then asked Mr. Greeley to assure that the rock breaker is not operating at the crusher site for extended shifts.

Tyngsborough Town Planner Mark Whitehead questioned the schedule of the Park and Ride. John Greeley stated he would need to check on this, but would have an answer by the September PAC meeting.

The next PAC meeting is scheduled for September 4.

ROUTE 3 PROJECT ADVISORY COUNCIL
Billerica Town Hall
September 4, 2003

The Route 3 Project Advisory Council meeting was held at the Billerica Town Hall on September 4, 2003.

Jack McDonnell welcomed everyone and reviewed the agenda items noting that next month the landscaping plan can be discussed in more depth, as it is still being finalized at this time. John Greeley noted that work is continuing to finalize the plan, as some plantings need to occur by the end of this year.

John Greeley then proceeded with an overall construction update. John noted that the Segment 2 Collector Distributor (CD) road traffic switch is now completed and functioning. He noted that in the upcoming weekend the northbound rampways at Route 129 would be closed while crews performed utility work at that location. He also noted that the new Kendall Road bridge structure would be opened by next week and that there are some lane restrictions and detours associated with the opening.

Mark Whitehead then asked John Greeley to coordinate any work involving detours with SPS, the contractor doing work at the bridge in Tyngsboro. John Greeley stated that he has been in touch with Marc Fidele, MHD resident engineer, and would continue to coordinate the work.

John then discussed the ongoing work at the Drum Hill Rotary. He noted that in the upcoming weekend there would be a ramp closure for necessary drainage work and excavation. John noted that by the end of October the new rotary would be opened to traffic. He noted that traffic signal conduit, light pole bases paving, and various utility work remains. He also noted that the work was recently resequenced, and is no longer dependent on the opening of Parkhurst Road.

John noted that crews continue to work on the abutments at the Concord River. He noted that steel erection is ongoing at several locations and will be upcoming at Dunstable Road in Tyngsboro. He noted that this operation would necessitate a daytime detour of Dunstable Road traffic.

Jack McDonnell then noted to the PAC members that legislation is moving forward regarding the Route 62 bridge structure to be named after Mike Lenihan. He and Mary Carrier urged PAC members to assist with pushing forward this legislation.

Bob Flynn then questioned how MHD deals with bridge structures that have been previously named. Jack noted that he would look into the procedure and discuss further at next months PAC meeting.

Peter Kennedy questioned his continued concerns regarding the noise restudy and wanted to know if his comments had been forwarded to HMMH. Jack informed him that he would have an answer for him within the next several weeks.

Jack then noted that EOEA is moving forward with property acquisitions. Jack said that he would continue working with EOEA and the PAC members.

The next PAC meeting is scheduled for October 2.

ROUTE 3 NORTH PROJECT ADVISORY COUNCIL

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